

south of Pablo. This parcel is Tribally owned.

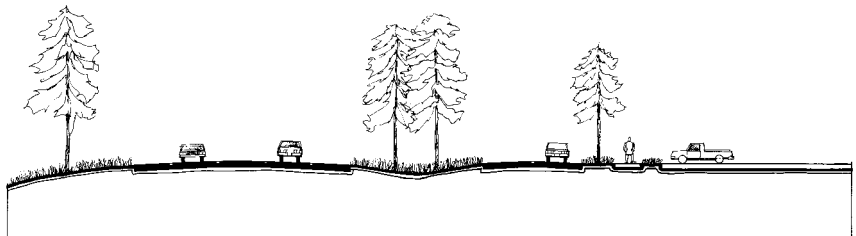
- (2) Parcel 5-34, which is east of US 93 and is located just south of the Pablo city limit. The realignment is intended to emphasize the dunes and pines as you enter Pablo. This parcel is Tribally owned.
- (3) Parcel 5-82, which is west of US 93 and is located just north of the Tribal housing center at the north end of Pablo. The realignment is intended to emphasize the dunes and pines as you enter Pablo.

## Highway Shoulders

This section of the guidelines is intended to address issues related to the use of shoulders along US 93.

- Provide paved shoulders along the majority of the road. The width of the shoulders should meet AASHTO/State standards.
- Use rumble strips per MDT policy at edge of road to help separate the road from the shoulder.

*In Ravalli, a reduced cross-section allows for planted buffers between the highway, frontage road, and pedestrians.*

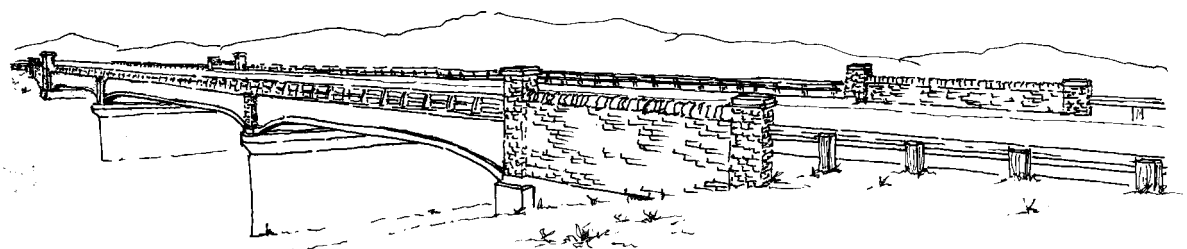


## Road Accessories

This section of the guidelines is intended to address issues related to guardrails, bridges, culverts, ramps, walls, or other elements located adjacent to US 93.

- To help delineate special locations such as scenic overlooks, interpretive sites, and portals, guardrails should be constructed of steel-backed timber beams and posts and left natural or stained, not painted. In other locations, guardrails could be cor-ten or weathering steel w-beams on wood posts. Design guardrails and bridge rails to be crashworthy and to meet or exceed all AASHTO standards.
- Construct all bridge railing walls, headwalls, and wing walls of reinforced concrete and finished with a veneer. Fabricated stone

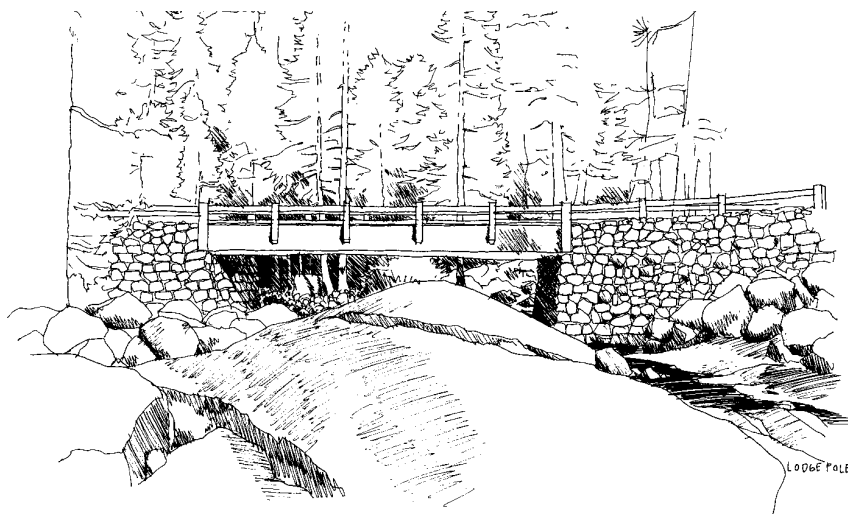
*Use a stone veneer for visible sections of major road structures.*



veneer may be acceptable if the visual quality is indistinguishable from natural stone.

- Because the intent of a veneer wall is to look like a solid stone wall, it is important that the end, top, and back of the stem wall (if it will be exposed to viewing) also be veneered. Individual stones on the veneer should be staggered so joints do not line up. Vary individual stone sizes to avoid the look of uniform courses of stone and to help stagger the joints. Construct walls with a maximum space between contiguous stones of 3 to 4 inches, joints between the planes of two adjacent stones at a minimum of  $\frac{1}{2}$  and a maximum of 2 inches, and all joints raked deep enough to give the appearance of a dry-laid wall.
- Avoid constructing retaining walls or other structures if a desired

*A finish using natural materials will help fit road structures into the existing character of the landscape.*



effect or function can be attained through grading and revegetation with little or no site disturbance.

- Step or terrace high walls to create planting pockets or ledges for native vegetation in order to soften the appearance on any new or reconstructed walls.
- Terminate guardrails at natural or man-made landforms.

### **Recommended Construction & Maintenance Practices**

This section of the guidelines looks at issues relating to construction and maintenance, and ways that design can minimize and eliminate potential problems.

- Preserve existing natural and cultural settings before, during and after site and building construction.
- Confine construction zones, material stockpiling areas, and construction vehicle access and parking areas to fixed, designated areas. Use temporary barricades or continuous barriers to protect trees, plants, landscape features, and cultural resources to be preserved.
- Design the road, shoulders, and surrounding landscape in such a way as to minimize mowing and spraying along the road corridor. Use permanent features that will protect sensitive natural areas from